

10/527,476

1-6. (CANCELED)

7. (CURRENTLY AMENDED) The method according to claim [[6]] 13, further ←
comprising the step of using the brake holding mode to both control a valve by way of
a digital output and generate a CAN-signal (10).

8. (CURRENTLY AMENDED) The method according to claim [[6]] 13, further ←
comprising the step of determining a characteristic value by a transmission control unit
(8), which deactivates the brake holding mode in accordance with specifics of the
vehicle and only releasing the brake holding mode if the clutch can attain the sufficient
takeover torque.

9. (PREVIOUSLY PRESENTED) A method for preventing a stationary vehicle
from unintentionally rolling, the method comprising the steps of:

creating a holding mode by activation of a brake pedal (1) of a brake (11);

releasing the holding mode upon sufficient displacement of a clutch which
is a determinant for actual takeover torque of the clutch; and;

upon deactivation of a brake pedal (1) and in an event that the clutch does
not provide the takeover torque and the brake pedal is not reactivated, deactivating the
holding mode, after a timing delay, for a predetermined time period to provide a warning
to a driver of the vehicle that a parking brake is not set.

10. (PREVIOUSLY PRESENTED) The method according to claim 9, further
comprising the step of using the holding mode to both control a valve by way of a digital
output and generate a CAN-signal (10).

11. (PREVIOUSLY PRESENTED) The method according to claim 9, further
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